

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 2:09 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 201 Const Calendar Day: 843 Date: 30-Dec-2011 Friday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 AM 05:30 PM Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

Cable Hauling

Installing of the first Cable strand continued today. Also, the hauling of strand #2 was completed.

Tony Costa's crew was working near the Tower saddle for the entire shift.
CJ Biskner's crew was working near the Tower saddle for the entire shift.

The following is a summary of the activities near the Tower saddle from today:

- At 07:10, they continued installing strand #1 on both the North and South troughs.
- The installation on the North trough was per their approved procedures, and appeared to be going well.
- The installation on the South trough also appeared to be per their approved procedures. However, they continued to struggle to maintain correct wire positions during installation.
- At 10:05, the strand in the South trough was pulled out to restart installation.
- From 10:15 until 10:45, the strand was reformed. Also, the crew had to change their support rigging so that it was not in the way of the hauling of strand #2.
- At 10:35, hauling of strand #2 was started. The new rollers at the Tower saddle appeared to be functioning properly.
- At 11:30, re-installation of strand #1 was re-started in the South trough.
- At 11:40, the installation of strand #1 in the North trough was completed.
- Saman and I checked the final product of the installed strand #1 in the North trough. It appeared good. There were consistently 11 wires across the top, and the blue wire was consistently in the 3rd position from bridge centerline. Also, the height of the strand was measured along the entire length of the trough. The strand height measurements were in the range of 58-60mm (versus theoretical dimension of 58mm).
- At 13:25, the winch line floating the North main-span was released, and strand #1 in the North main span was free hanging.
- From 13:30 until 14:00, they "pulled through" the strand on the North trough to get the circumferential mark positioned near the saddle center. This was done by coming up on the North side-span floating winch line to relieve tension, and pulling down on the North main-span side with temporary winch lines and come-alongs. The North strand was slid Easterly by about 0.5m. During this, the wires entering the trough on the West side of the saddle were watched to ensure the proper wire alignment was maintained. Also, the crews continually were pounding down on the blocking to ensure that the strand did not bunch or birdcage.
- At 14:05, the winch line floating the North side-span was released, and strand #1 in the North side span was free hanging.
- At about 14:00, the hauling of strand #2 was paused due to a broken wire issue at the East end. This was dealt with, and hauling was re-started.
- At 14:10, strand #2 was scraping slightly against the roller adjacent to the South side-span (this same roller had a similar issue during strand #1 hauling). The tape holding the strand shape was cut at 3



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Job Name: 04-0120F4 **Inspector Name** Wright, Doug **Diary #:** 201 **Date:** 30-Dec-2011 **Friday**

locations. They paused hauling, and positioned an iron-worker at the location to guide the strand to not scrape. I recommended to ABF Engineer Andre Markarian to re-tape the areas with the cut tape and loose wires, but the hauling had re-started quickly before he could mention it to the iron-workers. Saman was also watching the activities at the Tower saddle, so I followed the loose wires down along the South main-span catwalk to ensure that they did not snag anywhere.

- At 15:10, the hauling of strand #2 was completed.

- At the end of the shift, approximately 1m of strand #1 had been installed in the South trough.

Office work:

After the end of the shift, I compiled additional back-up documentation for the bent wires on strand #1 at the Tower saddle. Also, I got caught up on daily diaries.

04-0120F4 Bid Item: 067 C-PWS-001.067 Install & Adjust PWS 1-5

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Operator	JNM	JEFFREY SCOTT	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	RENE MULATO	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	APP	ETHAN KENT	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	STANLEY DALIE	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	MATTHEW COCHRAN	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	FOR	CHRISTOPHER BISKNER	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Operator	JNM	HOWARD SCHROYER	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Operator	OTH	NICOLAUS SHAFER	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	APP	JACOB MECHE	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	APP	AUGIE SOLIS	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	CASEY LUX	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	KEVIN RATCLIFF	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	JNM	RICHARD CHOUINARD	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Ironworker	FOR	ANTHONY COSTA	8.00	0.00	0.00	8.00		<input type="checkbox"/>